

Transactions

SEPTEMBER/OCTOBER
2006

TRANSPORTATION NEWS
FOR THE NINE-COUNTY
SAN FRANCISCO BAY AREA



In Print



New Report Showcases Appeal and Variety Of Transit-Oriented Development

The transit lifestyle in the Bay Area comes in several forms, from for-purchase townhomes and condos, to rental apartments, to live-work lofts for lease or purchase. The architectural styles and settings are just as diverse: Some complexes have a Mediterranean or Victorian feel, while others sport an industrial motif. Some offer scenic views, while others provide the cultural richness of a downtown arts or entertainment district.

A new publication issued by MTC along with the Association of Bay Area Governments and the Bay Area Air Quality Management District captures the variety — and appeal — of this new development pattern. *New Places, New Choices: Transit-Oriented Development in the San Francisco Bay Area* showcases 10 shining examples of transit-oriented districts and corridors. In words and full-page photos, the handsome report makes the case for replicating these best practices around the region.

To quote the report, "Transit-oriented development is not a one-size-fits-all phenomenon; it is a flexible form of development adapted to local circumstances."

— Brenda Kahn

To order a free copy of *New Places, New Choices*, send your name and address to <library@mtc.ca.gov>, or call 510.817.5836.



This townhome complex is part of a vibrant transit village that has sprouted around the Hayward BART station.

Around the Region, the Transit-Centered Lifestyle Is Catching On

CREATING TRANSIT VILLAGES WHERE PEOPLE WILL WANT TO LIVE, WORK, SHOP AND SPEND TIME

To see what the buzz surrounding transit-oriented development — or TOD — is all about, hop on BART and get off in downtown Hayward. A few short steps from the BART/AC Transit station, you'll see Hayward's contemporary City Hall and a series of two- and three-story townhouse complexes that have transformed a BART parking lot and other underused parcels into an attractive — and convenient — new neighborhood with eateries, a supermarket, a range of services and attractive open spaces.



PHOTOS CREDITS (CLOCKWISE FROM TOP LEFT): PETER BEELER, NOAH BERGER, ARLENE FINGER, NOAH BERGER, ARLENE FINGER, NOAH BERGER.
TOD is revitalizing the urban core and restoring a sense of place to nondescript landscapes — while encouraging transit ridership. Shown here are TOD projects in San Jose, Oakland and Richmond.

In pockets around the region, TOD is leaping off the pages of planning textbooks and manifesting in the real world. The transit-oriented lifestyle is catching on with road warriors weary of tediously long car commutes, newcomers to the local job market who don't want the pain, hassle and expense of owning a car, young families looking to get a foothold in the Bay Area's pricey housing market, empty-nesters, and senior citizens ready to turn in their car keys.

From Vallejo and Santa Rosa in the North Bay to San Jose in the South Bay, and San Francisco in the West Bay to Oakland and Pleasant Hill in the East Bay, TOD is combating long commutes and traffic, revitalizing neighborhoods, and fostering a more convenient lifestyle while also addressing the region's chronic housing shortage, particularly in the realm of affordable housing. By clustering apart-

ments, townhomes and condos in the vicinity of existing and planned public transit hubs, cities, developers and the many community groups involved in the local planning process are aiming to shift development patterns toward a more environmentally friendly and sustainable model that makes owning a car — or a second car — optional instead of essential.

A recent survey of residents of the Hayward transit village shows that the TOD concept is paying off: 38 percent of the respondents said they use BART or AC Transit for their commute, six times the rate among the general Hayward population (per the 2000 U.S. Census). And well over half of the respondents indicated that downtown Hayward is their primary shopping destination for their daily needs, with nearly 88 percent saying they visit downtown grocery stores at least once a week.

Susan Daluddung, Hayward's recently hired director of Community and Economic Development, has bought into the transit lifestyle, literally — she can see her new loft-style condo from her City Hall office. A longtime proponent of smart growth and transit-oriented development, she decided to "walk the talk." "It's not just that it's convenient to live by my office and BART. I'm doing my part to make a lighter footprint on the land, and improve the environment," she said.

To some degree, market forces and the region's inexorable growth in population are driving the transit-oriented lifestyle. But MTC is working with the Association of Bay Area Governments (ABAG) and other partner agencies to boost the phenomenon to the next level with several governmental initiatives.

Continued on back page

Calendar

Unless indicated otherwise, all meetings take place at: Metropolitan Transportation Commission Joseph P. Bort MetroCenter Lawrence D. Dahms Auditorium 101 Eighth Street, Oakland (Across from the Lake Merritt BART station)

MONDAY
OCTOBER 16, 2006

2 pm
TransLink® Operating Group
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, San Francisco

FRIDAY
OCTOBER 20, 2006

10 am
Bay Area Partnership Board

MONDAY
OCTOBER 23, 2006

2 pm
TransLink® Management Group
Valley Transportation Authority
3331 North First Street
Room B104, Building B, San Jose

WEDNESDAY
OCTOBER 25, 2006

10:30 am
Bay Area Toll Authority*
10:35 am
Service Authority for Freeways and Expressways*
10:40 am
Metropolitan Transportation Commission*
All meetings on this date take place at:
Port of San Francisco, Pier 1, The Embarcadero
Bayside Conference Room 1, San Francisco

THURSDAY
OCTOBER 26, 2006

10 am
Minority Citizens Advisory Committee/
Partnership Board Environmental Justice
Subcommittee
MetroCenter, Conference Room 171

THURSDAY
NOVEMBER 2, 2006

10:30 am
Elderly and Disabled Advisory Committee

FRIDAY
NOVEMBER 3, 2006

9:30 am
Planning Committee*
10 am
Operations Committee*
10:15 am
Legislation Committee*

WEDNESDAY
NOVEMBER 8, 2006

9:30 am
Bay Area Toll Authority
Oversight Committee*
9:45 am
Administration Committee*
10 am
Programming and Allocations Committee*
12:30 pm
MTC Advisory Council

*Webcast on <www.mtc.ca.gov>.

Note: Dates, times and locations of MTC meetings may change. Please confirm by calling 510.817.5757. Agendas, updated meeting schedules and meeting packets are posted on MTC's Web site: <www.mtc.ca.gov>.

Invitation

Excellence in Motion

WEDNESDAY
OCTOBER 25, 2006



The public is invited to attend MTC's 27th Transportation Awards Ceremony

Reception
8:45 am to 9:15 am
Ceremony
9:15 am to 10 am

San Francisco Ferry Building
The Embarcadero at Market Street
Port Commission Hearing Room
Second Floor

The list of winners is posted on MTC's Web site. For more information, call 510.817.5757.

Transit-Centered Lifestyle

Continued from front page

In July of 2005, the Commission adopted a landmark Transit-Oriented Development Policy that applies to \$11 billion in new transit extensions slated to be built with the help of regional discretionary funds over the next 25 years. The first of its kind by any regional agency in the country, the policy sets a minimum number of housing units for major new transit investments, with more capital-intensive modes requiring a higher number of housing units. Affordable units get a bonus for the purpose of meeting the corridor housing goals.

At the same time, the Commission is helping communities and transit agencies comply with the new standards by means of a Station Area Planning Grant Program, which in its pilot cycle gave out eight grants totaling \$2.8 million. The goal is to develop plans for vibrant, mixed-use transit villages at new rail, bus and ferry hubs. "We're envisioning these as places where people will want to live, work, shop and spend time," said Senior Planner James Corless, who spearheads MTC's TOD program.

Meanwhile, the regional "Focusing Our Vision" effort (sponsored by ABAG and the Bay Area Air Quality Management District together with MTC) is looking at the larger picture, and exploring how to intensify densities around transit hubs and transit corridors, and foster infill development across the board. By October 2007, Focusing Our Vision will culminate in the designation of a set of priority areas for infill development, as well as priority conservation areas (mostly open space), up and down the region.

"Many of those priority development areas will likely be at existing transit stations and will complement MTC's TOD Policy for the new transit lines," said Ted Droettboom, who is coordinating the effort on behalf of the three sponsoring agencies. — Brenda Kahn

Innovations

State-of-the-Art Bus Filters Remove Tons of Soot From Bay Area Air

Bay Area residents can expect the region's normally excellent air quality to become even better, as MTC, the Bay Area Air Quality Management District and the area's transit systems near completion of an unprecedented diesel clean-up program.

The project partners recently held a press conference to highlight their progress and show off some of the buses that have been retrofitted with state-of-the-art diesel exhaust filters. On hand at the Treasure Island event was San Francisco Mayor Gavin Newsom, who conducted a white-handkerchief test on the exhaust pipe of one of the buses. The mayor deposited the still-white handkerchief in his breast pocket, underscoring that the vehicle passed with flying colors.

"We have to step up to the plate," Newsom said. "We have an obligation to deal with the realities of our emissions—with our fleet of buses and other polluting sources—to turn the tide of global warming."

San Francisco Muni has already completed the retrofit of all 424 of its targeted buses—the highest number among the involved operators. In all, more



A newly retrofitted diesel bus passes San Francisco Mayor Gavin Newsom's white-handkerchief test with flying colors, leaving the cloth soot-free.

than 1,700 diesel buses from 12 Bay Area transit districts are being retrofitted with the diesel exhaust filters. Combined, these high-tech filters annually will capture more than 50 tons of harmful particulate matter and 400 tons of oxides of nitrogen.

Diesel particulate matter is a toxic air contaminant that can cause lung and cardiac disease and increase the risk of cancer. Oxides of nitrogen are a precursor to ozone, which can cause or exacerbate respiratory disease.

MTC covered the bulk of the roughly \$30 million cost of the program, primarily with federal funds. Installation of the devices, which are manufactured by San Leandro-based Cleaire Advanced Emission Controls, began in 2003. Nearly 1,400 exhaust filters have

been delivered to the involved transit agencies.

While the 12 Bay Area transit districts participating in the bus retrofit have purchased some new, cleaner buses, most of the region's diesel exhaust reductions are coming from the installation of the exhaust filters on existing buses that have years of life remaining. The devices capture 85 percent of the particulate matter and reduce 25 percent of the oxides of nitrogen created by the buses' engines. Each installation costs about \$20,000, compared to \$350,000 or more for a new bus.

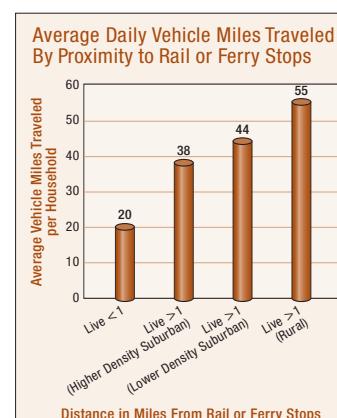
"Retrofitting buses is a highly cost-effective way to clean our air," said MTC Executive Director Steve Heminger.

— John Goodwin

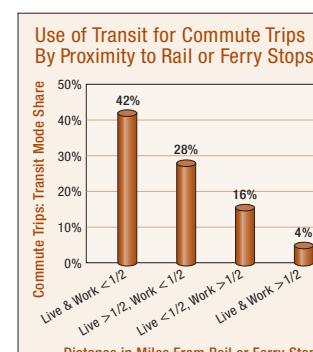
Facts & Figures

Measuring the Benefits of Transit-Oriented Development

MTC laid the groundwork for its pioneering Transit-Oriented Development (TOD) Policy (see front-page story) with an in-depth study of Bay Area travel behaviors based on the 2000 U.S. Census. The newly released study report shows that those living and working close to rail and ferry stations use public transit more, walk more, own fewer cars and tend to drive less. The findings send an important message to cities and developers planning the next wave of transit-oriented development: It's okay to provide less parking than is ordinarily



required, and to instead devote more land to housing, parks, plazas, shops, services and the like.



To order a free copy of *Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence From the 2000 Bay Area Travel Survey*, e-mail <library@mtc.ca.gov>, or call 510.817.5836.

Commission Actions

July/August 2006

- Amended the rules surrounding FasTrak® to encourage more drivers to sign up for the electronic toll collection program. Beginning October 1, 2006, the opening prepaid toll balance required for new customers will drop to \$25 from the current \$40. And, for customers opening a FasTrak® account with cash or a check instead of a credit card, the deposit for a toll tag will drop from \$30 to \$20.

BATA Resolution 52-Revised

- Took a support position on three measures appearing on the November 2006 statewide ballot:

Proposition 1A/Transportation Funding Protection

Protection – Will fully dedicate gasoline sales tax revenues to transportation and potentially deliver \$3.4 billion to the Bay Area over 10 years.

Proposition 1B/Highway Safety, Traffic Reduction, Air Quality, Port Security Bond Act of 2006

Bond of 2006 – This \$19.9 billion bond proposal would pump roughly \$4.5 billion into Bay Area transportation infrastructure over a 10-year period.

Proposition 1C/Housing and Emergency Shelter Trust Fund Act of 2006

Housing – This \$2.8 billion bond measure for affordable housing would set aside \$850 million to promote infill development and \$300 million for a Transit-Oriented Development Program. Given the region's leadership in this area, Bay Area cities, counties and transit agencies will be in a strong position to compete for this pot.

Exhibit



Building the New East Span

Black and white photos by Joseph A. Blum documenting the construction of the new East Span of the Bay Bridge

Extended through January 5, 2007
Hours: 9 am to 4 pm weekdays
MetroCenter, Second Floor

For East Span updates, go to www.baybridgeinfo.org.

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